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**The New
Port of Boston...**
by **massport**

The New Port of Boston...

by  massport

Competing with the new concrete and glass skyscrapers of the Boston skyline stands the new and world's largest capacity dockside container and general purpose crane in Charlestown. 860 foot long container-ships and other super cargo vessels are no longer rare objects of wonder as they glide through President Roads. Atlantic and Caribbean-bound passenger liners are once again familiar sights at Commonwealth Pier.

Under Massport management for the last 16 years, Boston's general cargo and passengership businesses have undergone progressive development through progressive change — change with the application of sophisticated management practices; change with the construction of contemporary, efficient waterfront facilities; change through improved labor/management relationships; change through aggressive world-wide promotion and change to attract ever-expanding patterns of fast and frequent lines and services. The result? . . . a 1973 record for the Port of Boston of 27 million tons of general cargo. Boston has regained its position of prominence among world deepwater ports through Massport's determination to provide all of the elements necessary in the Port of Boston for New England, foreign and other shippers and importers to compete effectively in world markets through its ability to deliver import/export cargo fast and economically through the new Port of Boston.



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<http://www.archive.org/details/newportofboston00mass>

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1100 feet pier frontage • 4000 backland container storage	
Computerized inventory/handling	
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Cargo	
2800 feet total pier space • Boston's only dockside freezer - 1,000,000 cu. ft.	
Capacity	
2 acres impounded car storage • Adjacent to major interstate highways	
Bulk storage for grain	
Passenger	
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1000 tickets • 1000 seats • Wide variety of cruises available • Parking on pier	
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Unobstructed bulk and break bulk storage • Near major interstate	
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Features of The Port of Boston

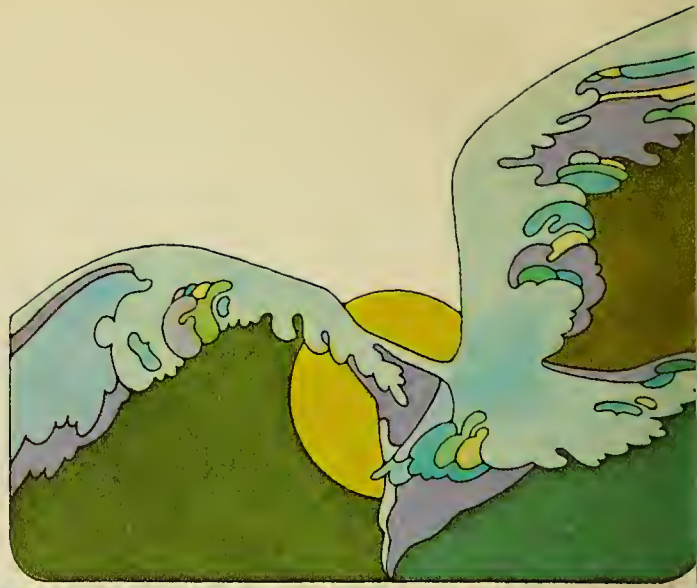
Boston has both deep water and a protected harbor. Once these were the only features necessary to qualify as a commercial maritime port, but contemporary world commerce demands more — much more from a port before it earns the status of a bona fide major commercial maritime center.

Cargo handling efficiency and speed for break-bulk, as well as container security; modern yard and pier materials handling equipment; complete and reliable inland truck and rail systems; adequate back-land for uncongested truck delivery and pickup; easy access to major interstate highways; spacious short-term storage areas; a pattern of extensive and frequent import/export shipping services; and refrigeration facilities; geographical proximity to major inland markets; competitive rates — **BOSTON HAS THEM ALL.**

It is New England's only full service container port. The Boston Mystic Container Terminal is under total Massport management and operation.

The original Port of Boston birth and evolution into one of the world's leading commercial maritime centers was partially an accident of topography and geography. A natural, well-protected deep water harbor only eight miles from the ocean greeted 17th-century European merchant men who could also make a landfall at Boston several days earlier than any other point along the Atlantic seaboard. Loading and off-loading cargo was accomplished simply at wooden wharfs. For several centuries hand labor supplied the muscle that would move the cargo over the Boston gangways.

Its many physical attributes coupled with complacency spawned by centuries of eminent success in world maritime commerce, and a widening breach between Port labor and management caused the Port of Boston to ignore or reject the inevitability of changing



patterns of waterborne commerce in the mid 20th century. Following World War II the Port's unwillingness to embrace the concept of containerization was reflected in the rapidly declining share of its natural market.

New England shippers turned to New York for more expeditious and dependable ocean cargo services at a high, though not intolerable, economic penalty. Midwest shippers and importers dismissed the antiquated cargo handling facilities and the resulting dwindling shipping services in favor of the modern container ports of New York, Baltimore and Norfolk.

By the end of the 1950's the Port of Boston was close to obscurity as a cargo port and aroused more interest among historians than businesses.

In 1956 the Massachusetts legislature, aware of the Port's critical state and even more aware of its great potential for the New England economy, created the Massachusetts Port Authority – Massport.

The purposes of this quasi governmental revenue bond Authority included the responsibility for modernization and revitalization of Boston and New England's two major commercial transportation facilities – the Port of Boston and Logan International Airport. The activation of Massport in February 1959 put an end to outmoded management and inefficient operation at the facilities under Massport responsibility. In the ensuing 16 years, Massport has accomplished its objectives through the expenditure or commitment of \$450 million received not from state tax money but from the sale of revenue bonds, charges for use of facilities and from returns on investments and without pledges of state credit.

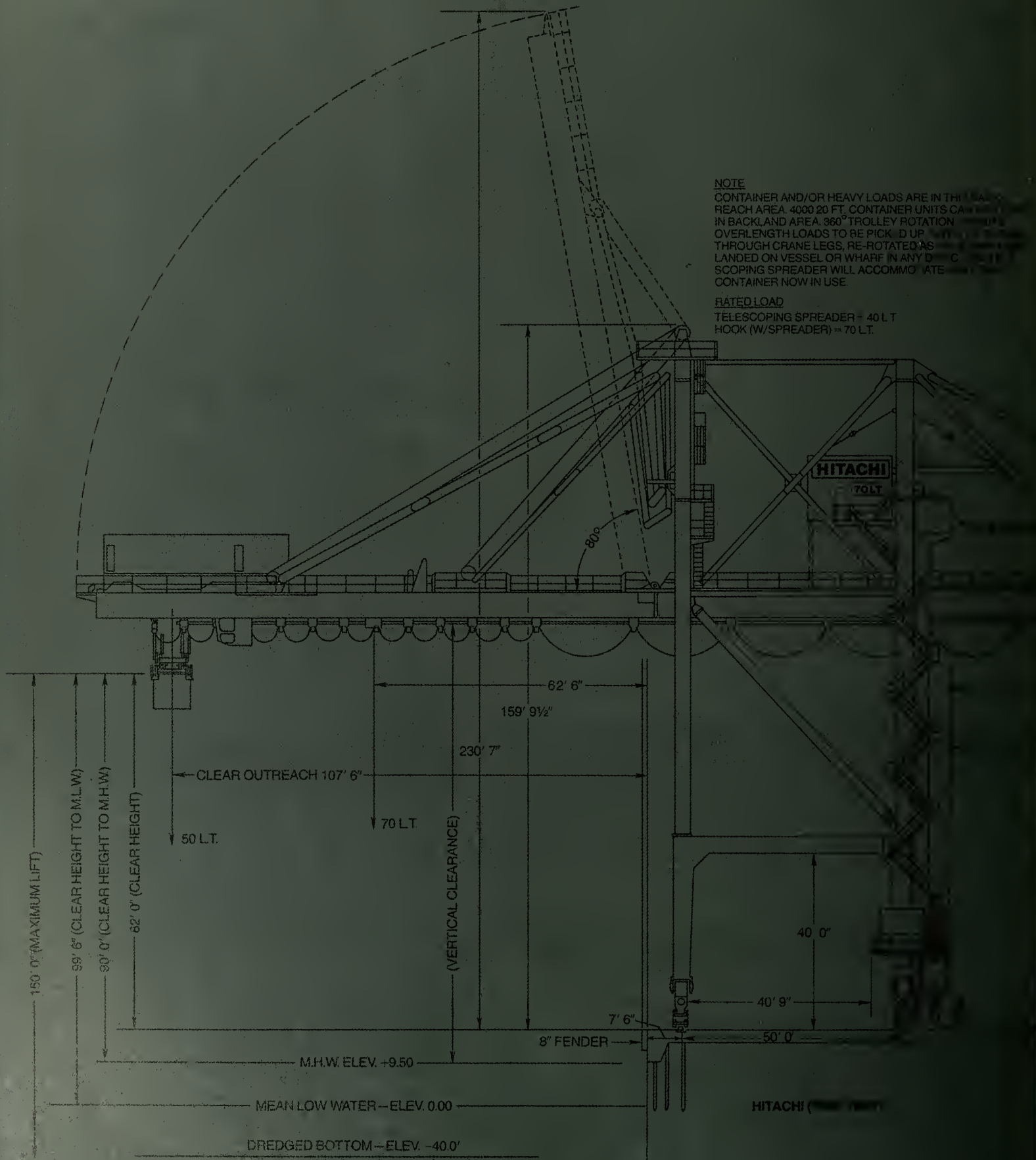
For the last decade and a half Massport has concerned itself with returning efficiency, economy and productivity to Boston's air/sea commercial facilities.

Under the continuing management of Massport, this region's vital air/sea transportation services will evolve not only through our awareness of change, but the perceptiveness and ability to use it to advantage.



Boston-Mystic Container Terminal

The Boston-Mystic Public Wharves Terminal located at the John F. Moran Docks in Boston symbolizes the resurgence of the Port of Boston as a serious contender for North American waterfront cargo. The 44-acre facility possesses all the attributes of a first-rate, highly flexible and efficient container handling operation.

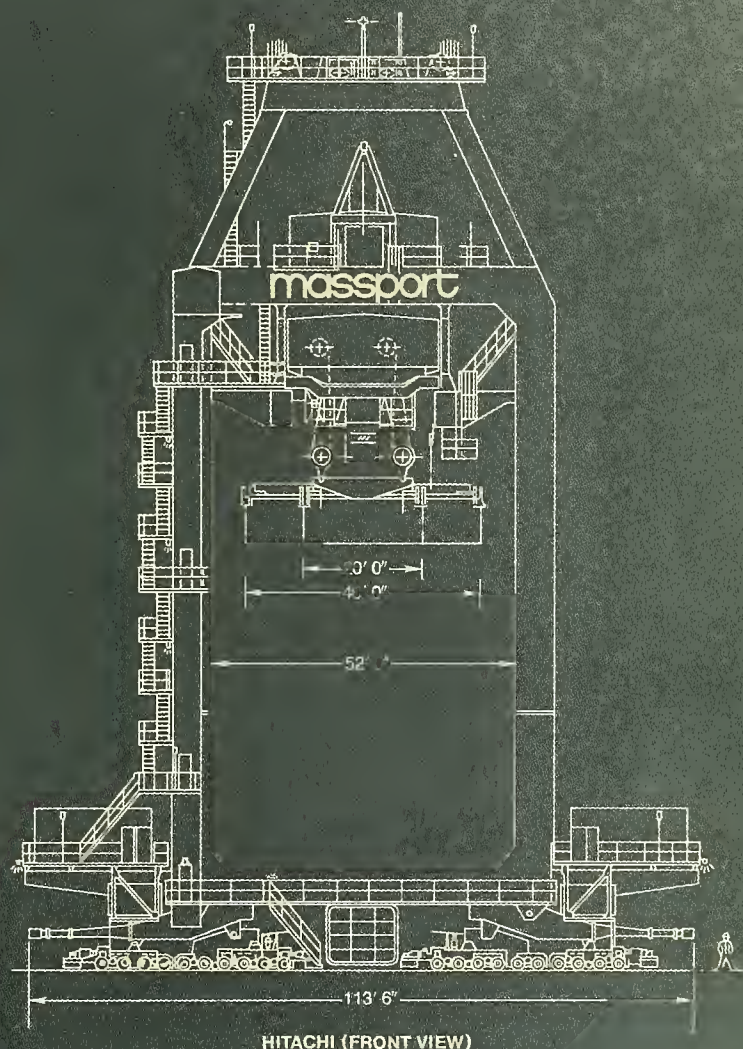


Cargo handling speed, lack of truck congestion, fast ship turnaround time, security, a sophisticated information collection and processing system—all received high priorities in the initial terminal design.

With a pierside 40 foot depth at M.L.W., the 1100 feet of berthing space can load and unload the largest capacity containership afloat (or two smaller ships) at a

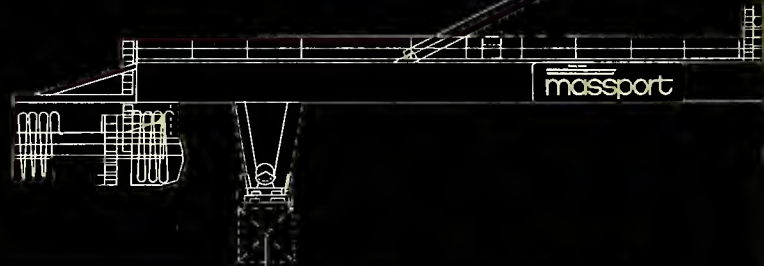
minimum rate of 60 containers per hour using the 5-ton capacity Paceco crane and the 70-ton capacity Hitachi crane.

In addition to its container lift capability the Hitachi may also be converted in just 10 minutes for use for nearly any type non-container heavy lift requirement up to its rated capacity.



Boston-Mystic Container Terminal (continued)

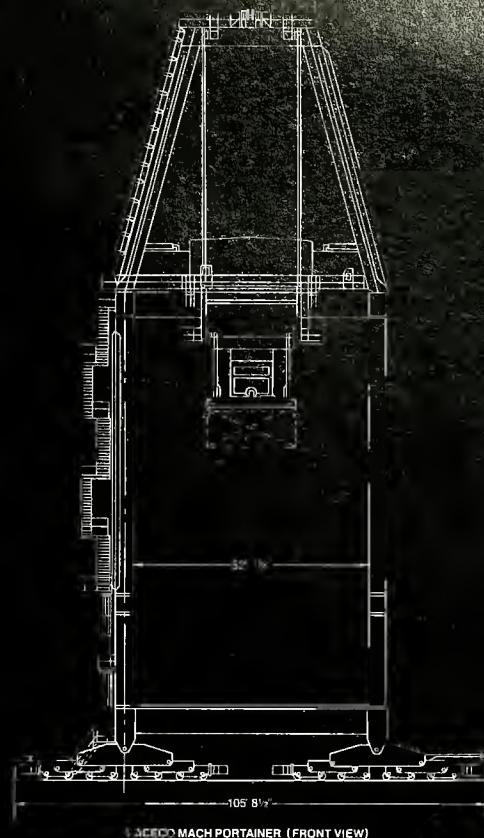
Six elephant trains speed containers from dock-side to the marshalling area where up to 4000 containers can be stored at any one time at a distance no greater than 1500 feet from the pier face. High capacity forklifts and a straddle hoist crane — both designed to lift any size container — insure the trucks are able to arrive and depart quickly with cargoes and without delays due to congestion.



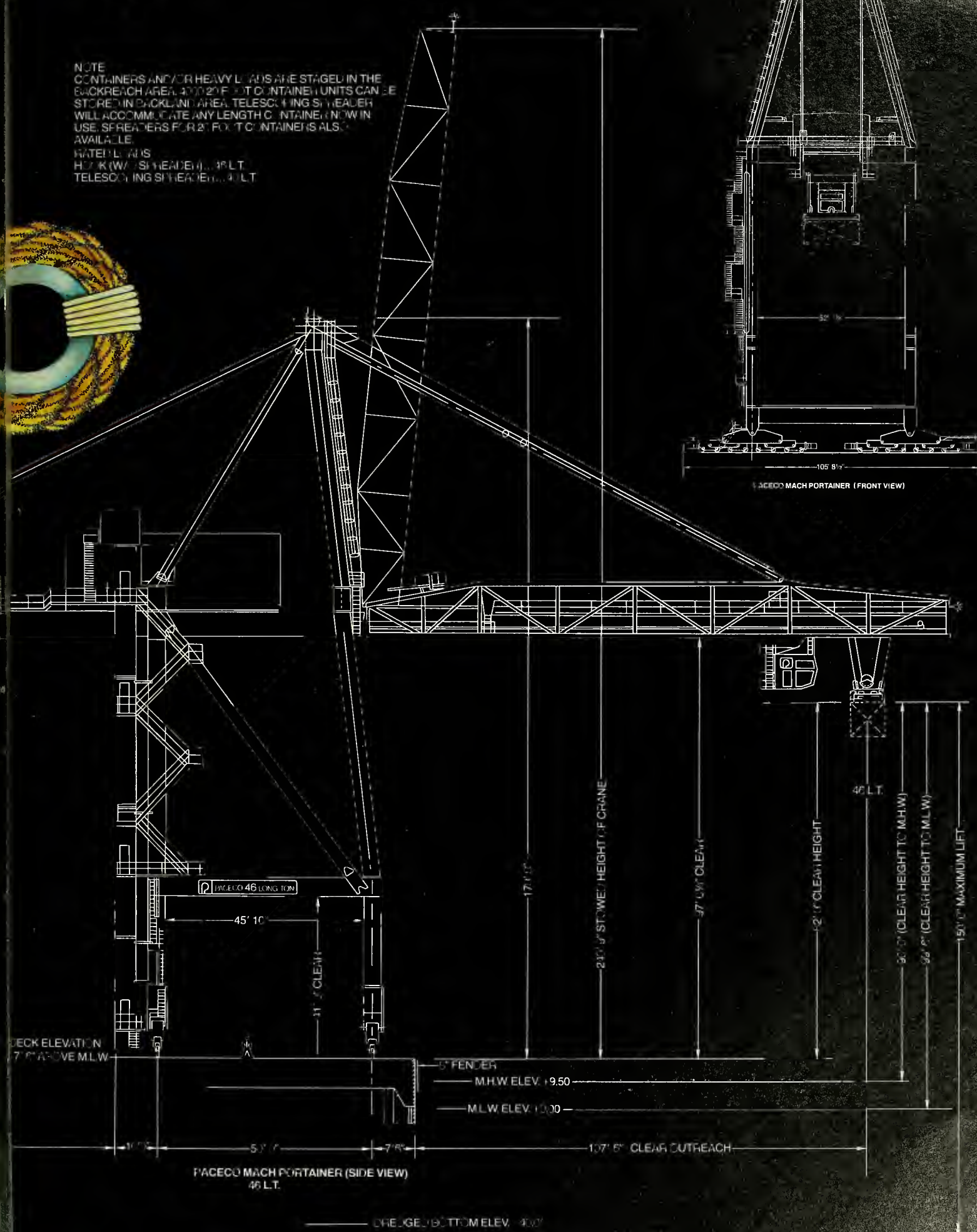
1:5 CLEAR REACH

NOTE
CONTAINERS AND/OR HEAVY LOADS ARE STAGED IN THE
BACKREACH AREA. 2000 20' FOOT CONTAINER UNITS CAN BE
STORED IN BACKLAND AREA. TELESCOPING SHEARER
WILL ACCOMMODATE ANY LENGTH CONTAINER NOW IN
USE. SPREADERS FOR 20' FOOT CONTAINERS ALSO
AVAILABLE.

RATED LIFT IS
46 LT. (W/ SHEARER) 40 LT.
TELESCOPING SHEARER 40 LT.



PACECO MACH PORTAINER (FRONT VIEW)



2 PACECO 46 LONG TON

DECK ELEVATION
7' 0" ABOVE M.L.W.

5' FENDER
M.H.W. ELEV. 19.50
M.L.W. ELEV. 10.00

PACECO MACH PORTAINER (SIDE VIEW)
46 LT.

DREDGE BOTTOM ELEV. 4.00'

Boston-Mystic Container Terminal (continued)

"Maximum security" is a term which can be applied to the Massport operated container terminal without fear of exaggeration. Under the direction of the Massachusetts State Police, a well-trained and equipped security force provides all of the policing functions for the container terminal from screening and photographing arriving truck drivers to conducting extensive patrols.

It is a credit to the system and the men that a container has never been illegally removed from the terminal.

To create maximum efficiency in the identification and handling of containers at the Boston-Mystic Container Terminal, Massport installed one of the world's first totally automatic marine cargo control systems.

The fully computerized inventory control system can record, store and recall information on up to 80,000 containers.

Complete information is available instantly on any of the 4,000 containers that may be stored in the yard as well as advance information on other containers scheduled for arrival at the terminal.

Information collected and stored includes: container type, owner, number and size, gross weight, contents, value, precise location of container in yard and on board ship, broker, steamship line, truck or rail company involved, consignee or shipper, when and by whom container was moved into, out of or within yard, U.S. Customs information and special handling, shipping, refrigeration, etc., instructions.

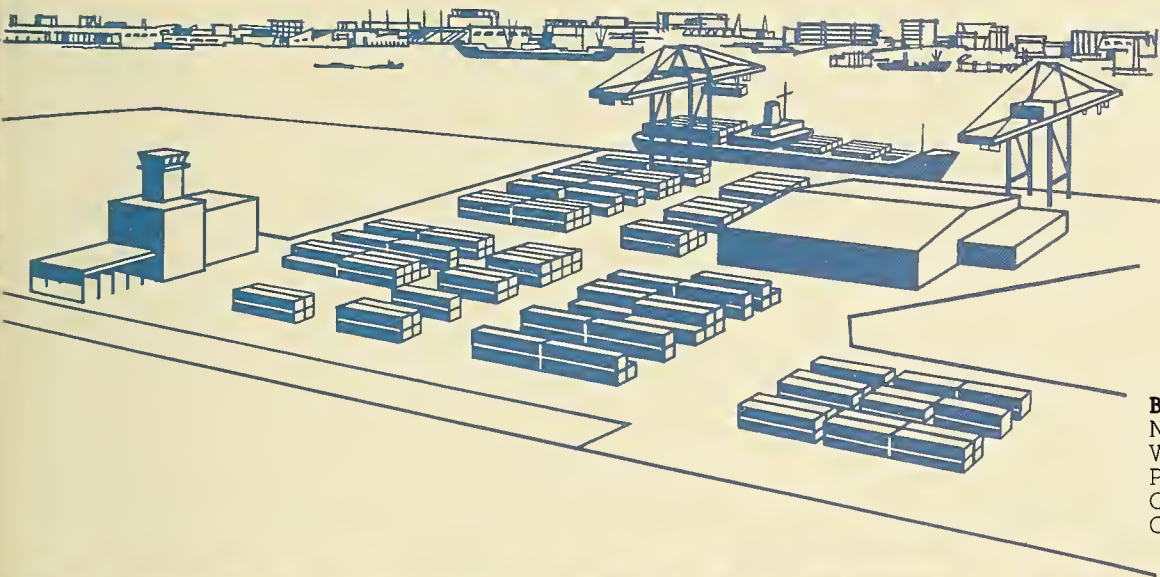
Its use extends also to less than full container loads that may be packed or unpacked at the terminal's adjacent stuffing and stripping building. Other Massport general cargo facilities at various locations in Boston Harbor will be integrated into the computer system.

Adjacent to the container terminal Massport recently opened a 2,100 square foot Department of Agriculture approved meat inspection facility with a capacity to handle up to 50 containers a day of imported frozen meat.

The Boston-Mystic Container Terminal is within ½ mile of a network of major interstate highways leading to all parts of the country.

Rail service is also available at the pier.

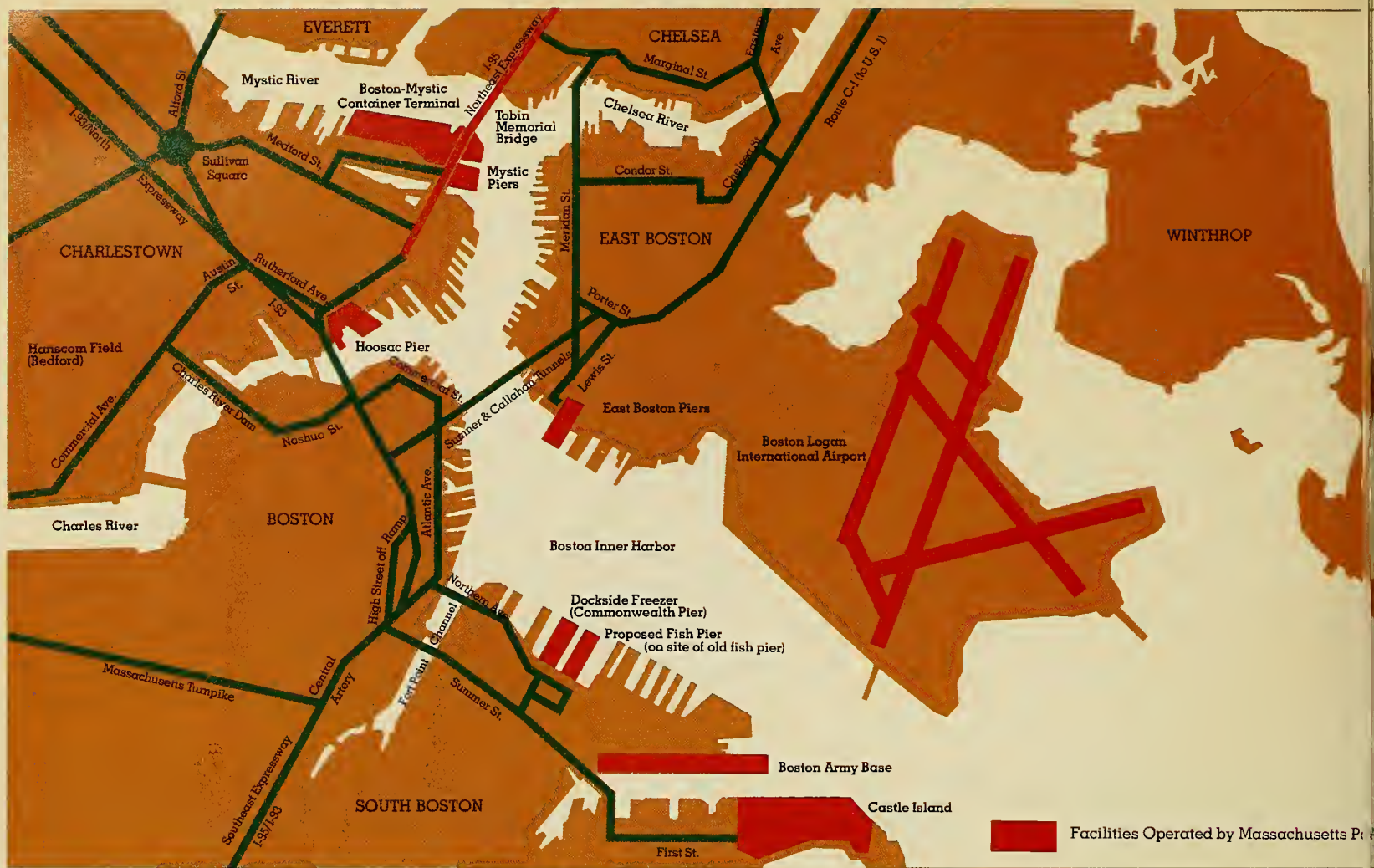




Boston — Mystic Container Terminal

Note:
 Water Depth at Dockside — 40' M.L.W.
 Pier Length — 2,000'
 Container Berth Length — 1,100'
 Consolidation Shed — 37,000 sq. ft.





Port of Boston

Boston, the year 'round port is strategically located for shippers and importers:

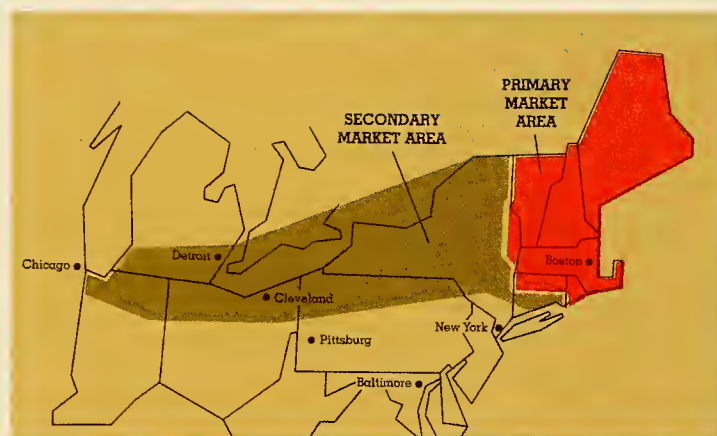
- One day closer to Europe than any other major U.S. North Atlantic port;
- Massport piers, container cranes and other cargo facilities are located only eight miles from the open ocean.
- The Port of Boston is centrally located within the New England region, with most industries located closer to Boston than New York.
- The Port of Boston is ideally located as a gateway to and from Europe for northeastern and north central United States industrial regions.



From Boston	From New York City	To:
230 miles	464 miles	Bangor, Maine
107 miles	331 miles	Portland, Maine
54 miles	265 miles	Manchester, N.H.
221 miles	303 miles	Burlington, Vermont
39 miles	182 miles	Worcester, Mass.
49 miles	189 miles	Fall River, Mass.
93 miles	151 miles	Westfield, Mass.
87 miles	142 miles	Springfield, Mass.
136 miles	136 miles	Pittsfield, Mass.
129 miles	169 miles	North Adams, Mass.
51 miles	175 miles	Providence, R.I.
104 miles	116 miles	Hartford, Conn.
172 miles	146 miles	Albany, N.Y.
458 miles	366 miles	Buffalo, N.Y.
397 miles	306 miles	Rochester, N.Y.



Mileage to major cities served by the Port of Boston



Port of Boston Primary and Secondary Markets



Castle Island Terminal

As vessels enter the Boston Inner Harbor, the Castle Island Terminal is first seen, located to the left behind the imposing "gateway" container crane. With an area of 105 acres, the Massport-operated terminal is the largest on the Boston waterfront.

The South Boston terminal includes a 10-acre site leased to Sea-Land Service, Inc. The Sea-Land operation includes the 27½-ton capacity container crane and berth which handles upwards of 20,000 containers a year.

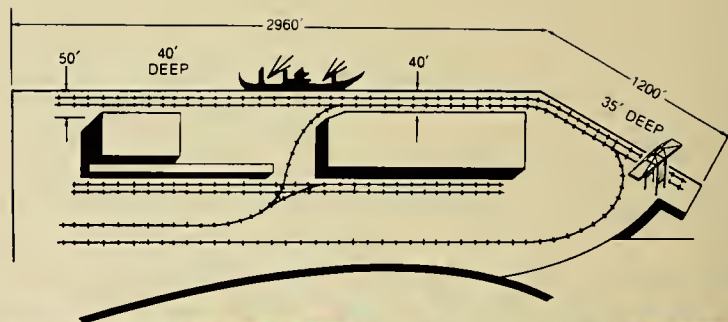
The terminal also has a new facility for processing imported automobiles and two large, fenced-in lots, totalling 32 acres, for foreign automobile storage.

Additional facilities at this expansive terminal are two one-story transit sheds with a gross area of 200,000 square feet, and a continuous marginal concrete wharf 4,160 feet long providing berthing space for eight vessels. The sheds have full length canopied platforms of tailgate height for motor truck and rail car loading. The terminal is served by a double track line connecting with the Penn Central railroad yards.

There is also a fully equipped modern lumber terminal and areas devoted to the handling and storage of other bulk cargoes such as salt. Since Massport assumed operation of the terminal in May 1, 1972 the entire storage and transit area has been blacktopped. This doubles the amount of lumber which can be stored per acre. Plans currently underway call for the smaller transit shed to be levelled to enlarge the lumber storage space from 20 to 30 acres. This will allow 60 million gross board feet of lumber to be stored on the island.

Massport also leases property at Castle Island to the White Fuel Co., which has imported oil at the facility since 1970. Berth 11 is capable of handling 800-foot oil tankers.

Future plans at Castle Island call for the berths, now at least 35-feet deep, to be dredged, enabling the facility to handle even larger oil and lumber carriers.





A trend evident at Castle Island as well as Boston's other port facilities is the growing amount of export cargo in comparison to imports. In 1974 exports through Massport operations at the terminal were 20 percent of the total, a significant rise over previous years.

A glance at 1974 totals gives an idea of the wide range of cargo facilities offered at Castle Island's four million square feet of open storage and cargo area. Excluding Sea-Land operations and lumber ships, 200,000 tons of cargo were accommodated. One hundred million gross board feet of lumber passed through the terminal. Fifty thousand automobiles were imported.

The pier is only about a mile from the Massachusetts Turnpike and other non-stop, interstate highways leading north, west and south.

Operator Massachusetts Port Authority
Rail Switching Service Penn Central

Commonwealth Pier

Commonwealth Pier in South Boston is Boston's only passenger ship pier. In recent years Boston has risen from almost total obscurity as a passenger port to a solid fifth position among United States ports in passenger volume. Some of the world's largest vessels, from those of the world-famous Cunard Lines to the new Royal Viking Lines ships, call at Commonwealth Pier.

The two-story steel and concrete pier building is 1,200 feet long and 400 feet wide, with a floor area of 600,000 square feet. The pier is flanked by 20-foot-wide aprons. There is berthing space for five vessels.

The lower level is readily accessible from Northern Avenue, and the upper level is reached via a sturdy viaduct. There are accommodations for pleasure cars on the upper level, enabling ocean passengers to be driven under cover to shipside. A spacious, carpeted passenger lounge and observation deck is available for all passenger lines sailings.

In addition Commonwealth Pier offers the following features: indoor parking, improved ground transportation and government processing due to cooperation from taxicab companies and U.S. Customs, and extensive security measures in the form of full-time guards and a complete sprinkler system.

A large indoor area (168,000 square feet) is leased to New England Exhibitions, which presents 14 trade shows a year. This area is equipped with a new heating system and thermal pane windows.

The pier's lower level contains Boston's only dockside freezer, covering a total area of 1.3 acres. The 1,000,000 cubic foot freezer maintains perishables at -10 degrees, and eliminates the possibility of spoilage

resulting from across-city shipment. Two blast freezing rooms with temperatures as low as -35 degrees Fahrenheit are an integral part of the freezer.

Four tracks serve the pier. Two rail tracks run in a depressed well in the center of the shed, so that car and pier floors are level. There are tracks on each of the pier side aprons, permitting direct transfer of cargo between rail car and vessel. The pier is equipped with three large elevators for freight, and has special areas for cargo storage on both levels.

But the real story at Commonwealth Pier is the dramatic rise in passenger cruise volume. Passenger totals have jumped from 4,500 in 1967 to nearly 40,000 in 1973, ranking Boston behind only New York, Miami, Port Everglades and Los Angeles among deep-water passenger ship ports.

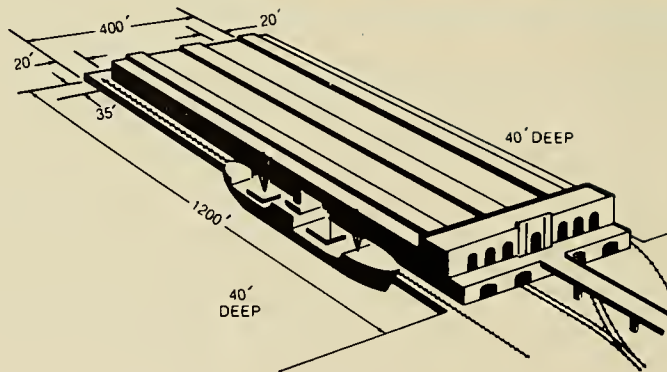
The rebirth of passenger ship traffic at Boston has been due to a combination of Massport efforts to improve facilities at Commonwealth, active solicitation of steamship lines to sail from Boston, intensive promotion in New England, and a growing awareness by New England travellers of the sailing via the Port of Boston rather than other distant East Coast ports.

In 1973 53 passenger ships from seven major steamship lines scheduled a wide choice of cruises from Commonwealth Pier. The cruises ranged from a two day Cruise to Nowhere aboard the Cunard Line Queen Elizabeth 2 to a 14-day cruise on the French line France to the Bahamas and Caribbean Ports.

Operator Massachusetts Port Authority

Freezer Operator Boston Harbor Freezer and Cold Storage, Inc.

Switching Service Penn Central



East Boston Terminal

In support of its long-range objective of making the East Boston Terminal complex a focal point in the resurgence of the new Port of Boston, Massport has implemented wholesale improvements at the facility since assuming its operation in 1971.

Pier 1 is the core of the East Boston terminal. It is 605 feet long, 390 feet wide, and has a working apron of 25 feet on the east and west sides and 20 feet on the end. The one-story steel transit shed is 340 feet by 575 feet long, with a total floor area of 196,000 square feet. The structure is of recent construction, and its interior is free of all columns. Trackage serves the pier on the side aprons. Truck movement is facilitated by tailgate height loading platforms on the inshore end, and ramps provide access to the shed interior. Pier 1 is equipped with a piping system for the transfer of liquid cargo.

Improvements to the pier's security have been a major part of the \$750,000 expended to update the pier in recent years. A fence has been erected around the pier and the connected 20 acres of storage space. The area now features lighting and 24-hour guard service which have all but eliminated pilferage and car theft.

All non-essential marine-related structures at the complex, including two piers and a grain elevator, have been demolished. The track well in the middle of the transit shed has been filled in, to provide total flexibility in the cargo handling and storage area.

In 1973 120 ships called at the facility. Approximately 90 percent of the cargo was break bulk. The import/export ratio continued to even out as export cargo tonnage nearly tripled over the previous year.

A large portion of the 20-acre backland area has been blacktopped, providing space for 5,000 imported automobiles to be stored at the terminal.



Boston Army Base Pier

The South Boston facility, originally constructed by the United States Government, is 4,118 feet long and 350 feet wide. The two-story civilian wharf shed is 1,638 feet long and 100 feet wide, with a total floor space of 360,000 square feet. In addition, two pier sheds, each 924 by 100 feet and three stories high, have a total floor area of 580,000 square feet.

The steel and concrete wharf and pier sheds offer both free and bonded shipside storage space. Loading ramps along the end of length of the pier sheds facilitate fork-lift loading of trucks. Low insurance rates are applicable. There is a one-third of a mile long military storage warehouse.

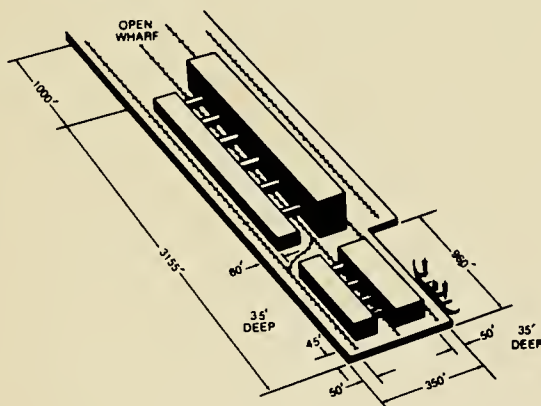


Ten large ocean vessels may be berthed at the base at one time. Two 27½-ton capacity diesel cranes, with a combined lift capacity of 55 tons, serve seven of the berths. Two 25-ton capacity fork-lift trucks are used to handle containers. The Army Base is the port of discharge for structural steel imported from Antwerp. It is also utilized by Lighter Aboard Ship (LASH) vessels, which carry both barges and containers.

The terminal was the principal facility in the Boston Port of Embarkation during World War II. Tracks extend the entire length of the terminal, and express highways are nearby.

Operator Port Terminals, Inc.

Switching Service Penn Central



Mystic Pier

Mystic Pier is located adjacent to the Boston-Mystic Container Terminal, with the Tobin Memorial Bridge separating the two facilities. It serves as a stripping and stuffing annex and 2,100 square foot U.S. Department of Agriculture meat inspection facility for the Boston-Mystic Container Terminal.

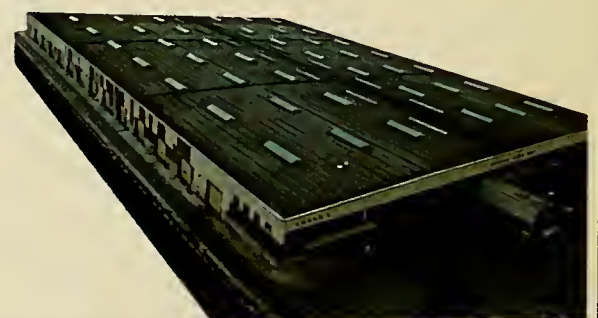
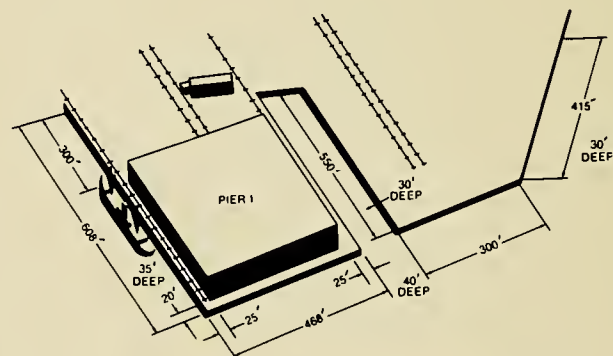
The pier is approximately 600 feet long by 468 feet wide. The single-deck transit shed, constructed in 1952 entirely of fire-resistant materials, has a floor area of 246,000 square feet. It has the capacity for three deep-water vessels at berths adjacent to the transit shed, and one open berth is located on the south side for container or bulk cargo operations. All berths have 35 feet of draft at mean low water.

Rail access is by three center tracks in a depressed well, and flush tracks are on the north and south aprons. The pier has 10 truck loading spaces at the south end, and eight truck loading spaces inside the shed at the outer end. The paved, depressed track well permits truck access at tailgate level throughout the length of the pier.

The pier is supported by four acres of uncongested, paved upland area and a 12,000 square foot cargo distribution building. The main shed is equipped with offices, a permanent meat inspection station, warm rooms, gear lockers, cargo security lockers, and other permanent facilities for the use of customs, steamship operators, stevedores and cargo handlers.

Operator Massport

Rail Switching Service Boston and Maine Corp.



Massport Offices

To attract more cargo to the Port of Boston and therefore to stimulate greater interest in the Port by a greater number of lines with wider and more frequent patterns of service and to serve our customers more efficiently, Massport operates four domestic and two international trade development offices, in addition to the executive and New England trade development offices in Boston. The individual and combined professional services of these offices are available to shippers, importers, steamship lines and associated transportation companies.

Executive & New England Regional Office

99 High Street/Boston, Mass. 02110
tel. area code (617) 482-2930/telex -94-0365

Trade Development Offices also serve as cargo information centers for air cargo services at Boston — Logan International Airport

Regional Trade Development Offices

New York City

One World Trade Center 10048
Francis J. Higgins, *Manager*
Tel: (212) 432-0352-3

Washington, D.C.

1701 K Street, N.W. 20006
Richard T. Fleming, *Manager*
Tel: (202) 347-8343

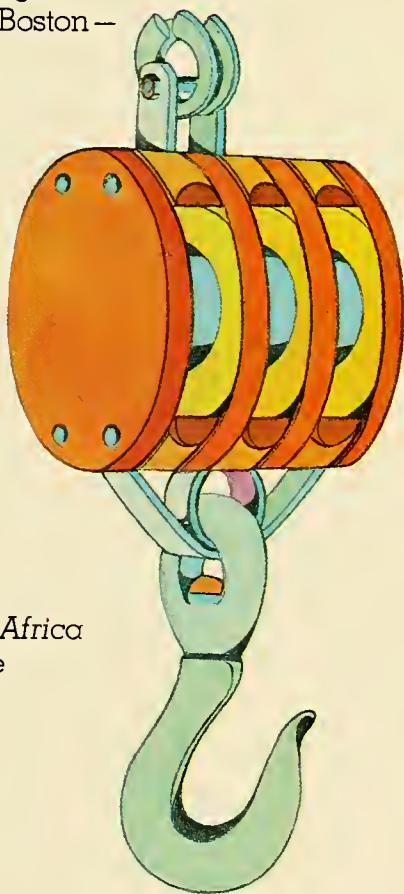
International Trade Development Offices

Brussels

20 Passage International Center Rogier
Telephone 218-04-51 Telex #25858
Thomas A. Ries, *Director General, Europe & Africa*
Frank J. Roovers, *Maritime Manager, Europe*

Tokyo

World Trade Center Building
Room 1211
305 Shiba, Hamamatsu, Cho
Minato-Ky, Tokyo
Yasunori H. Matsui, *Manager*
Telephone (425) 5376-5377
Cable address: MASSPORT TOKYO



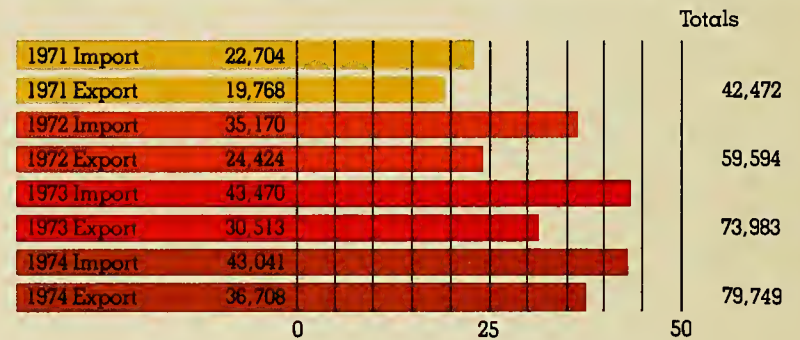
Port of Boston Progress

Port of Boston Tonnage

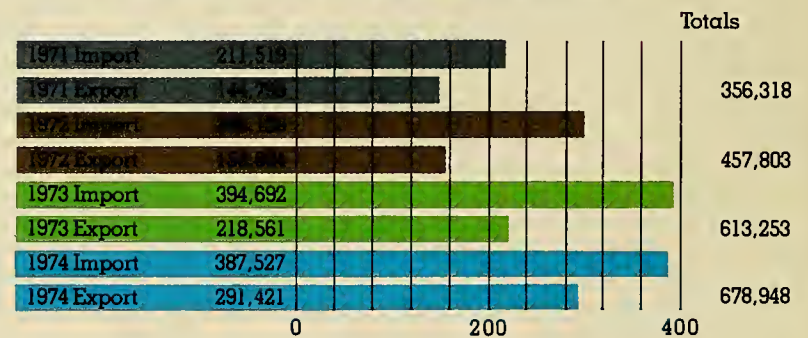
(Calendar Years)

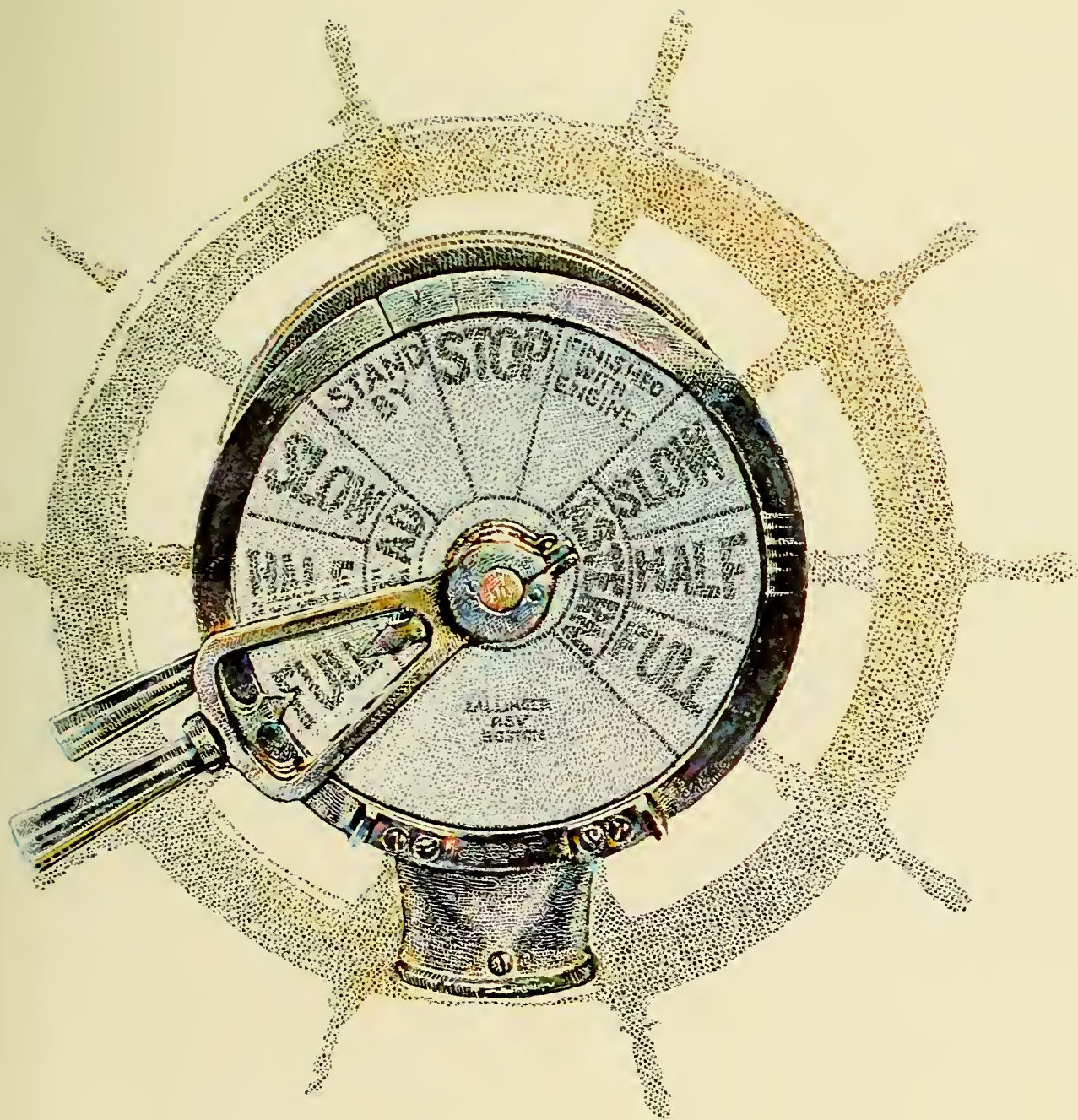
Foreign (expressed in short tons)	1972	1973	1974
Imports	7,872,977	10,189,201	8,413,500
Exports	757,707	816,240	972,840
Total Foreign Trade	8,630,684	11,005,441	9,386,340
Domestic	1972	1973	1974
Receipts	14,597,257	13,149,652	13,932,840
Shipments	1,775,863	1,935,208	1,996,335
Total Coastwise Trade	16,373,120	15,084,860	15,929,175
Internal Receipts	10,749	12,392	12,514
Local	1,468,885	954,175	1,386,553
Total Domestic Trade	17,852,754	16,051,427	17,328,242
Total Port Trade	26,483,438	27,056,868	26,714,582

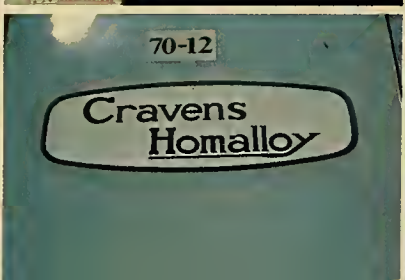
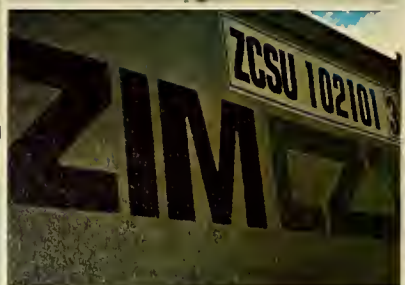
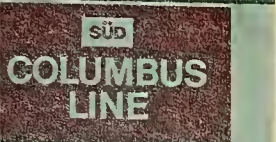
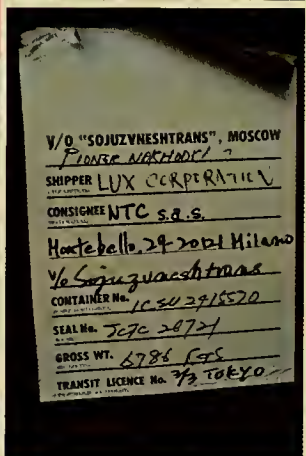
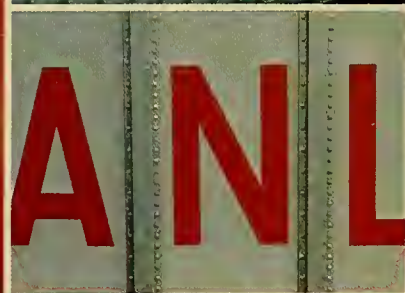
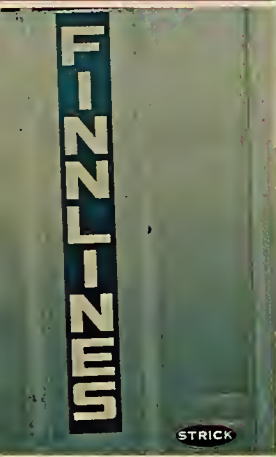
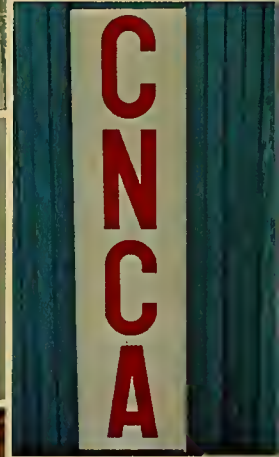
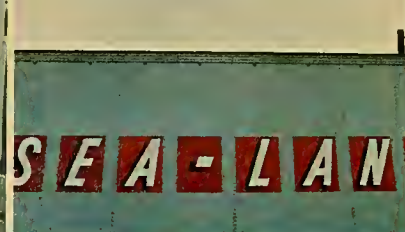
Containers Handled (Calendar Years) expressed in twenty foot equivalent units



Container Tonnage (Calendar Years) expressed in short tons







Port of Boston Import/Export Guide



Import Guide

Steamship Company

- 1 Notifies consignee two days prior to ship's arrival.
- 2 Provides freight release to terminal operator.

Broker

- 3 Obtains customs release, freight release, Department of Agriculture clearances, etc., before contacting motor carrier.
- 4 Forwards to motor carrier an original of the Domestic Bill of Lading and an Original Delivery Order, which authorizes pick-up of import cargo.
- 5 Checks Bill of Lading for completeness: ☐ container number ☐ number of packages ☐ description of cargo ☐ marks and numbers ☐ inland destination ☐ gross weights of each commodity shipped ☐ consignee
- 6 Checks Delivery Order for completeness: ☐ forwarder's name ☐ shipper's name ☐ ultimate consignee's name ☐ motor carrier making pick-up ☐ vessel ☐ arrival date ☐ voyage number ☐ ocean bill of lading number ☐ pier number and location ☐ container, marks and numbers ☐ number of packages ☐ description of goods ☐ gross weights ☐ legible signatures

Motor Carrier

- 7 Secures interchange agreement with steamship company on containers.
- 8 Ascertains expiration of free time and availability of cargo for pick-up before dispatching driver to pier.
- 9 Provides driver with original and copy of Delivery Order before departure for pier.
- 10 Contacts terminal operator to make appointment, if required, at least 24 hours before pick-up.
- 11 Checks Bill of Lading and Delivery Order for completeness, as above.
- 12 Dispatches truckman to the pier.

Terminal Operator

- 13 Issues pass to driver at gate house.
- 14 Checks Delivery Order for completeness and legibility, as above.
- 15 Verifies motor carrier's credit rating for loading charges.
- 16 Makes arrangements for payment of demurrage, if any has accrued.
- 17 Directs driver to pier customs office. If prior clearance has not been obtained.

Customs

- 18 Verifies driver's papers against pre-logged customs permits.
- 19 Stamps Delivery Order or tally sheet.

Terminal Operator

- 20 Calls driver for loading.
- 21 Assigns checker and loading spot.

Customs

- 22 Performs all necessary functions prior to the release of cargo.

Terminal Operator

- 23 Loads cargo onto vehicle with pier personnel. Checker notes exceptions and shortages
- 24 Retains original Delivery Order.

Driver

- 25 Signs T.I.R. for chassis.
- 26 Assists in and/or supervises loading of his vehicle.
- 27 Signs tally and loading ticket. Exceptions and shortages noted.
- 28 Reports back to delivery office, if required.
- 29 Retains copy of Delivery Order.
- 30 Surrenders gate pass at gate house.

Motor Carrier

- 31 Advises broker of completion of cargo pick-up.

Export Guide

Shipper

- 1 Prepares Domestic Bill of Lading for movement of cargo to pier, and sends copy to his forwarder in Boston, along with packing list.
- 2 Checks Bill of Lading: ☐ number of packages ☐ marks and numbers ☐ description of cargo ☐ foreign destination ☐ gross weights of each package shipped ☐ local party to be notified
- 3 Marks cargo plainly, to show: ☐ gross and net weights ☐ cubic measurement ☐ foreign destination ☐ identification marks ☐ country of origin

Motor Carrier

- 4 Secures interchange agreement with steamship company on containers.
- 5 Accepts cargo for transit to the Port of Boston.
- 6 Advises freight forwarder or shipper's local representative of cargo's arrival in Boston.
- 7 Obtains the following information from forwarder or representative: ☐ name of vessel ☐ sailing date ☐ pier number and location ☐ location of any special permits needed to clear hazardous or oversize cargo for acceptance by ocean terminal.
- 8 Obtains Dock Receipt from forwarder or other representative to accompany cargo.
- 9 Contacts terminal operator to make appointment for special handling or equipment, if required, at least 24 hours before delivery.

Forwarder

- 10 Provides Dock Receipt and special permits, if any, to delivering motor carrier.
- 11 Checks Dock Receipt for completeness: ☐ name of shipper ☐ name of vessel ☐ ports of loading and discharge ☐ number and type of packages ☐ description of cargo ☐ gross weight, dimensions, and cubic measurement of each package ☐ marks and numbers ☐ shipper's export declaration number, if required.

Driver

- 12 Moves his truck on line upon arrival at pier.

Terminal Operator

- 13 Issues pass to driver at gate house.
- 14 Checks driver's papers: ☐ Dock Receipt ☐ Permits
- 15 Calls driver for unloading.
- 16 Assigns driver a checker and an unloading spot.

Driver

- 17 Unloads his vehicle (using extra pier labor is optional, at rates specified in the Terminal Conference tariff.)
- 18 Terminates T.I.R. contract on chassis.
- 19 Obtains signed copy of Dock Receipt, and receipt for extra labor, if used.

Terminal Operator

- 20 Retains original of Dock Receipt.

Driver

- 21 Surrenders gate pass at gate house.

Terminal Operator

- 22 Forwards Dock Receipt to steamship company.

Steamship Company

- 23 Issues Ocean Bill of Lading to shipper or his agent.

For information on shipping the VIA PORT OF BOSTON Contact:
Massport Trade Development Office, (617) 482-2930

Port of Boston Steamship Directory





Executive Offices/99 High Street, Boston, Massachusetts 02110

Trade Development Offices/Brussels, Belgium • New York City
Tokyo, Japan • Rochester, N.Y. • Washington, D.C.

Steamship Line	Port Served		Massport Pier	Boston Agent	Features
American Export Lines Inc.	Belgium Antwerp Denmark Copenhagen Great Britain Felixstowe London Liverpool Formosa Keelung France Bordeaux LeHavre Marseilles Germany Bremen Hamburg Greece Piraeus Hong Kong Ireland Dublin Israel Haifa	Italy Genoa Leghorn Naples Japan Kobe Yokohama Korea Incheon Netherlands Amsterdam Rotterdam Russia (USSR) Leningrad Spain Alicante Barcelona Bilbao Cadiz Valencia Sweden Gothenburg Helsingborg Malmo Stockholm Viet Nam Saigon	Mystic Container Terminal Army Base	Intermodal Container Agencies 141 Milk Street Boston, Mass. 02109 Tel. 423-1156	Containers: 20's & 40's Reelers - Gondolas Twice per month
Argentine Lines	Argentina Buenos Aires	Brazil Recife Santos	Castle Island	Peabody & Lane Inc. 89 Broad St. Boston, Mass. 02110 Tel. 482-2550	Containers General Cargo Once a Month
Atlantic Container Line Ltd.	Belgium Antwerp Denmark Aarhus Copenhagen England Liverpool Finland Helsinki Turku Germany Bremerhaven	Norway Bergen Kjelsand Oslo Stavanger Trondheim Poland Gdynia Sweden Gothenburg Helsingborg Malmo Stockholm	Mystic Container Terminal	Sprague Steamship Agency 125 High Street Boston, Mass. 02110 Tel. 542-7807	Inbound-Outbound 4 Sailings per month via Halifax Maritime Coastal Container Ltd. Containers: 20's and 40's
Atlantica Line	France Marseilles Italy Genoa - Leghorn Naples Libya Benghazi Tripoli	Portugal Lisbon Spain Alicante - Barcelona	Mystic Container Terminal	Peabody & Lane Inc. 89 Broad St. Boston, Mass. 02110 Tel. 482-2550	Containers: 20's-40's Twice a Month
Furness Warren Line	England Liverpool		East Boston Terminal	Colony Steamship Co. 40 Broad Street Boston, Mass. 02109 Tel. 482-2100	General Cargo (No Containers) Monthly
Barber/Blue Sea Line	Formosa Keelung Hong Kong Korea Pusan Japan Kobe Nagoya Shimizu Yokohama	Malaysia Penang Port Kelang Philippines Manila Singapore Sumatra Belawan Deli	Castle Island	Peabody & Lane Inc. 89 Broad St. Boston, Mass. 02110 Tel. 482-2550	Containers - Gen. Cargo Every Ten Days
Columbus Line Inc.	Australia Brisbane Melbourne Sydney	New Zealand Auckland Port Chalmers Wellington	Mystic Container Terminal	Moran Shipping Agencies 80 Broad St. Boston, Mass. 02109 Tel. 542-8687	Containers: 20's-40's Reelers Once a Month Eastbound/Westbound
Dart Containerline Inc.	Benelux Amsterdam Antwerp Rotterdam Zeebrugge Lisbon France Bordeaux LeHavre Germany Bremen Bremerhaven Hamburg Ireland Belfast Dublin Glasgow	Scandinavia Aarhus Copenhagen Gothenburg Helsingborg Malmo Norrkoping Oslo Stockholm Spain/Portugal Barcelona Bilbao Cadiz Leixoes Oporto United Kingdom Liverpool London Manchester Southampton	Mystic Container Terminal	A. C. Lombard's Sons Inc. 89 Broad St. Boston, Mass. 02110 Tel. 542-8202	Weekly service via Halifax, Nova Scotia Maritime Coastal Containers Ltd. Containers: 20's & 40's
East Coast Overseas Corp.	Portugal Leixoes Lisbon	Spain Bilbao	East Boston Terminal	Moran Shipping Agencies 80 Broad St. Boston, Mass. 02109 Tel. 542-8687	Containers: 20's & 40's General Cargo Once a Month

Steamship Line	Port Served		Massport Pier	Boston Agent	Features
Farrell Lines Inc.	South/East Africa Walvis Bay Cape Town Port Elizabeth East London Durban Natal, Marques Islands Mombasa Dar-es-Salaam	West Africa Dakar Conakry Freetown Monrovia Abidjan Togo Tema Douala Port Harcourt Lagos Apapa Malabo Luanda Lima	East Boston Terminal	Farrell Lines 131 State St. Boston, Mass. 02109 Tel. 417-42-4000	On-call Monday through Saturday 10:00 a.m. - 4:00 p.m.
Finnlines	Belgium Antwerp Denmark Copenhagen England Felixstowe London	Finland Helsinki Germany Bremen Hamburg Netherlands Rotterdam	Mystic Container Terminal & East Boston Terminal	International Container Agency 140 Milk Street Boston, Mass. 02109 Tel. 417-42-4000	On-call Monday through Saturday 10:00 a.m. - 4:00 p.m.
Japan Line Ltd.	Japan Kobe Nagoya Tokyo		Mystic Container Terminal	Nippon Kaiyokai Co. 131 State Street Boston, Mass. 02109 Tel. 417-42-4000 Sales Agents Kurehaat Agency Ltd. Park Ave. Boston, N.H. Tel. 603-744-7000	On-call Monday through Saturday 10:00 a.m. - 4:00 p.m.
"K" Line Kawasaki Kisen Kaisha	Japan Kobe Yokohama		Mystic Container Terminal	K Line 40 Broad Street Boston, Mass. 02109 Tel. 417-42-4000	On-call Monday through Saturday 10:00 a.m. - 4:00 p.m.
Seastrain Lines Inc.	Belgium Antwerp Denmark Aarhus Copenhagen Finland Helsinki Turku France Bordeaux Le Havre Germany Bremen Bremenhaven Hamburg Ireland Dublin Netherlands Amsterdam Rotterdam Norway Oslo	Poland Gdynia Portugal Lisbon Lisbon Spain Barcelona Sweden Göteborg Helsingborg Malmö Stockholm Västerås Århus United Kingdom Belfast Liverpool Greenock Glasgow London Southampton	Atmospheric	Seastrain Lines Inc. 40 Federal Street Boston, Mass. 02109 Tel. 417-42-4000	On-call Monday through Saturday 10:00 a.m. - 4:00 p.m.
Maritime Coastal Containers Ltd.	Trans-shipment service at Halifax, Nova Scotia port of origin. The United Kingdom Europe Middle East Far East Via Dart Container Line Atlantic Container Line Zim Container Line "K" Line Mitsui O.S.K. Line N.Y.K. Line Y.S. Line also Canadian Cargo to Halifax, Nova Scotia		Mystic Container Terminal	Maritime Coastal Containers Shed 100 100 State St. Boston, Mass. 02109 Tel. 417-42-4000	On-call Monday through Saturday 10:00 a.m. - 4:00 p.m.
Mitsui O.S.K. Lines Ltd.	Japan Kobe Yokohama		Mystic Container Terminal	A. C. C. Ltd. (Sons) Inc. 89 Broad Street Boston, Mass. 02109 Tel. 542-8200	On-call Monday through Saturday 10:00 a.m. - 4:00 p.m.
New England Express Line	Belgium Antwerp England Felixstowe	Germany Bremen Hamburg Netherlands Rotterdam	Mystic Container Terminal	Patterson, Wyde & Co. Inc. 40 Broad Street Boston, Mass. 02109 Tel. 426-2404	On-call Monday through Saturday 10:00 a.m. - 4:00 p.m.

Check with Steamship Line
for cargo rates
France, Scandinavian Countries
Iceland, Switzerland

Steamship Line	Port Served		Massport Pier	Boston Agent	Features
Norwegian American Line	Denmark Aarbus Copenhagen Copenhagen Norway Bergen Oslo Stavanger Trondheim	Sweden Kristianstad Malma	East Boston Terminal	Patterson, Wyld & Co. Inc. 40 Broad Street Boston, Mass. 02109 Tel. 426-2404	Outbound Only Containers General Cargo Monthly
NYK Line (Nippon Yusen Kaisha)	Japan Kobe Nagoya Osaka Yokohama		Mystic Container Terminal	Patterson, Wyld & Co. Inc. 40 Broad Street Boston, Mass. 02109 Tel. 426-2404	Direct service every 7 weeks Weekly feeder service via Halifax, Nova Scotia Containers: 20's and 40's Inbound-Outbound
Pacific America Container Express Associated Container Transportation (Place/Act)	INBOUND Australia Brisbane Melbourne Sydney New Zealand Auckland Wellington	OUTBOUND Australia Adelaide Brisbane Fremantle Melbourne Sydney New Zealand Auckland Wellington	Mystic Container Terminal	Norton Lilly & Co. 131 State Street Boston, Mass. 02109 Tel. 482-4375 (inbound) Patterson, Wyld & Co. Inc. 40 Broad Street Boston, Mass. 02109 Tel. 426-2404	Containers: 20's and 40's Reelers: Twice Monthly (inbound and outbound)
Polish Ocean Lines	INBOUND Belgium Antwerp France LeHavre Germany Bremen Poland Gdynia	OUTBOUND Belgium Antwerp France LeHavre Germany Bremen Hamburg Netherlands Rotterdam Poland Gdynia	East Boston Terminal	Norton, Lilly & Co., Inc. 131 State Street Boston, Mass. 02109 Tel. 482-4375	General Cargo Monthly Service
The Portuguese Line (CTM)	Portugal Lisbon Lisboas Spain Bilbao	Madeira Islands Funchal Azores Ponta Delgada	Castle Island Terminal	Patterson, Wyld & Co. Inc. 40 Broad Street Boston, Mass. 02109 Tel. 426-2404	Containers: 20's & 40's General Cargo
Sea-Land Services Inc.	Belgium Antwerp California Long Beach Oakland Curacao Willemstad Denmark Aarhus Copenhagen Dominican Rep. Rio Haina England Felixstowe Preston Finland Helsinki Turku Florida Jacksonville France Bordeaux LeHavre Marseilles Germany Bremerhaven Hamburg Haiti Port Au Prince Hong Kong Ireland Belfast Dublin Italy Genoa Leghorn Naples Trieste Jamaica Kingston Japan Kobe Mojito Nagoya Shimizu Tokyo Yokohama Korea Pusan	Malaysia Singapore Netherlands Amsterdam Rotterdam Norway Bergen Christiansand Oslo Trondheim Okinawa Naha Panama Balboa Poland Gdynia Philippines Manila People Rep. of China Danzon Run Russia Leningrad Scotland Grangemouth Spain Barcelona Cadiz Valencia Sweden Gothenburg Helsinki Malmo Narvik Stockholm Taiwan Kaohsiung Keelung Texas Houston Trinidad Port of Spain U.S. Virgin Islands St. Croix St. Thomas Vietnam Siagon Republic	Castle Island Terminal	Sea Land Service Inc. 200 Frontage Road Boston, Mass. 02118 Tel. 268-9720	Weekly "rekeyed" service via Elizabeth, New Jersey Containers 35's and 40's

Steamship Line	Port Served	Massport Pier	Boston Agent	Features
Scindia Steam Navigation Company Ltd.	India Calcutta Cochin Malaysia Penang Singapore	Taiwan Keelung	Patterson, Wyde & Co. Inc. 40 Broad Street Boston, Mass. 02109 Tel. 426-2404	General Cargo Monthly
The Shipping Corp. of India Ltd. (S.C.I.)	INBOUND Hong Kong India Calcutta Malaysia Penang Port Klang Singapore	Taiwan Kaohsiung Keelung OUTBOUND India (on inducement)	Norton, Lilly & Co. 131 State Street Boston, Mass. 02109 Tel. 482-4375	General Cargo Monthly
Y.S. Line (Yamashita-Shinnihon Steamship Co. Ltd.)	Hong Kong Japan Kobe Nagoya Osaka Tokyo Yokohama	Korea Pusan Taiwan Kaohsiung Keelung	Texas Transport & Terminal Co., Inc. 60 Batterymarch St. Boston, Mass. 02110 Tel. (617) 523-0423	Direct service every 7 weeks - Inbound/Outbound Weekly feeder service via Halifax (Maritime Coastal Container Ltd.) Containers: 20's-40's (L. C. L. cargo accepted)
Zim Container Service	Greece Piraeus Hong Kong Israel Haifa Italy Genoa Leghorn	Japan Kobe Nagoya Osaka Tokyo Yokohama Korea Pusan Spain Valencia Taiwan Keelung	New England Shipping Agency 15 Broad Street Boston, Mass. 02109 Tel. 742-6633	Four sailings per month via Halifax, NS Maritime Coastal Containers Ltd.



Executive Offices:

99 High Street, Boston, Massachusetts 02110. Tel. (617) 482-2930

Trade Promotion Offices:

Brussels 29 Passage, 20th Floor, International Center Rogier 1000, Brussels, Belgium. Tel. 218-04-51

New York City World Trade Center, New York, N.Y. 11048. Tel. (212) 944-6133

Buffalo, N.Y. P.O. Box 280, Grand Island, N.Y. 14072. Tel. (716) 773-2010

Washington, D.C. 1701 K Street, N.W., Washington, D.C. 20006. Tel. (202) 347-8343

Tokyo World Trade Center Building, 3-5 Shiba Hamamatsu-cho Minato-Ku, Tokyo, Japan. Tel. (435) 5376,77